THE COLONEUS DAUGHTER; or, Winning His Spurse By Captain CHARLES KING, U.S. A. 12me. pp. 440-J.B. Lippincott & Co. J. B. Lippincott & Co.

AN HONORABLE SURRENDER, By MARY ADAMS,
1600, pp. 323. Charles seribner's Sons.

GIDEON FLEYCE, A Novel. By HENRY M. LUCY [L-Isure Hour Series.] 16mo, pp. 324. Henry Holi THE ADMIRAL'S WARD. A Novel. By Mrs. ALEX-ANDER. [Leisure Hour Series.] 16mo. pp. 478. Henry Holt & Co.

A STORY OF CARNIVAL. By MARY A. M. HOFFTS. [Leisure Hour Series.] 16mo. pp. 304. Henry Hoit & Co.

In "The Colonel's Daughter" Captain King makes good use of scenes which the novelist has not yet despoiled of their novelty. The action of his story takes place at "Cump Sandy," in Arizona, and the dramatis persons are all soldiers and army ladies. He is by no means the first to employ such materials in the construction of an Amercan novel, but few of his predecessors have been successful enough to deserve remembrance, and his lively book therefore has the charm of freshness. His principal characters are well defined; several pleasant and natural figures move across his pages; and certain of the ugly features of camp society in which ladies have little to do except gossip and criticite, are drawn with the pencil of the satirist. The sketches of life in a cavalry command on the frontier are exceedingly vivid and interesting; and the element of adventure is furnished in the graphle and spirited accounts of affairs with the hostile Apaches. Captain King is to be thanked for an entertaining contribution to the slender stock of American military novels-a contribution so good that we hope he will give us another.

"An Honorable Surrender" is rather provoking. We cannot like the odd and emotional heroine, who makes and breaks engagements so often without adequate reason, nor do we find any individuality in the two eligible young men between whom she is so long vacillating. The story contains no incidents; it is apparently intended for a study in psychological analysis; but this is a brand of research for which the author is indifferently -Mr. Lucy is an industrious London journalist

whose duties have made him familiar with many details of Parliamentary life and the personal aspects of politics, and he has turned his special knowledge to account in the composition of a clever novel. His story is founded upon the adventures of a newly made rich man in the attempt to obtain a seat in the House of Commons, and 10 the course of it some of the mysteries of electionearing, the devious ways of agents, the mental operations of independent voters, and other elements of an English Parliamentary contest, are described with minuteness and vivacity. Although this exposition of the orking of one part of the machinery of free government is prolonged through a compact and subof character are drawn with art; conversations are pointed and sprightly; and the humor is abundant and generally natural. The whole episode of the Longshoremen and Gideon's banquet to the county magnates on the eve of the voting may be cited as good examples of Mr. Lucy's fun, and to some extent of his higher quality of wit; while in the eketches of certain sabordinate personages the reader will suspect a pungent reference to real men, better known on the other side of the water than here. The travesty of Rehoboth Chapel is hackneged and rather coarse, and might all have been emitted with advantage to the book. While the aspirations of Gideon Fleyce furnish the motive of the novel, there is also a highly sensational plot. covering a murder and some delightfully unexpected discoveries; and the manner in which the author unites his political and social pictures with his mysteries and his love-makings is remarkably skilful. The denouement of the Parliamentary contest is well managed, and the dispensation of poetical justice at the close will [meet with the approval of sober judges. The darker scenes are somewhat too boldly improbable, and the writing is sometimes surprisingly hasty; but these are faults which most novel readers will easily forgive. -Ferhaps it is not unjust to describe "The Ad-

miral's Ward" as a fair specimen of the machine novel in the manufacture of which England has ost a virtual monopoly. There is no reason why an industrious writer, after acquiring a certain experience in practical details, and a facility in reel ing off commonplace yet not exactly empty conversations, might not produce literature of this sort with the most exemplary regularity and speed; and yet strange to say it is only in England that the industry, tike brewing pale ale and curing breakon has attained the proportions of a national interest. Mrs. Alexander's story is by no means ill devised or clumsily told. It is about a secret marriage, an estate which goes astray, a virtuens ornhan and a wicked consin, and all the other familiar incidents of a crooked succession case; but the old materials are handled with an adrollness which partly compensates for the lack of novelty, and our interest is pretty well sustained in spite of the slowness of the movement and the obvious drift of events. It is true that the dialogue is not usually bright. Most of it is mere "talk" which obstructs the progress of the narrative. But at times it is good; and the scene between Laura and the Princess Mosezinsky bas a dramatic character much above the average level of the book.

-" A Story of Carnival" is at once a povel of incident and study of character and society. In the former aspect it has the cardinal merit of being highly readable. There is a wholly unnecessary murder in it which does not help the story and must be considered as an unfortunate excrescence; and the finale is weak and hasty; but apart from these defects the plot is well handled. The conception of the hero, an honorable and essentially manly but superficially lirresolute Englishman, involved in perplexities and misfortunes through the faults of others, is a happy one, and it is successfully carried out. The strongest attraction of the book lies in its picture of the life of a group of intelligent and cultivated American and English people in contemporary Rome. Here we detect a fine, firm, masculine hand; an intimate and sympathetic familiarity with the subject: admirable descriptive power, and poetical impressibility. The sketches of rengious solemnities, of carnival scenes, of domestic interiors, etc., are always short, always vivid. and always touched with something of the imaginative quality; while the reflections with which the book abounds are pertinent and often striking. The idea of the story is not unlike a woman's, but the execution-especially the dialogue-is singularly like a man's.

FROM PONKAPOG TO PESTH. By THOMAS BAILEY ALDRICH. 12me, pp. 267. Hongaton, Midtin & Co. The airy, fairy charm of these slight sketches of travel is quite indescribable. Mr. Aldrich's debonair style has here reached its most polished perfection, and in "sweet civility" of manner, in sunshiny humor and in graphic drawing he will hardly give us anything better. He has the art to paint a picture in a phrase, a word, and to make with his poetic vision the desert of the commonplace traveller to blossom as the rose. Humor permeates the book as with a delicate fragrance, and now and then a gay stroke of wit dazzles upon the page as a sunbeam in a sparkling brook.

This is perhaps, and from its nature, not an enduring piece of literature, but it is in its way dehghtful, and "Smith" indeed ought to live as the cleverest sketch extant of the solemn English servant, the "walet of the Shadow of Deatn."

THE NEW MAGAZINES.

Mr. James Bryce's paper in The Century on "England and Ireland" is a temperate description of the relations between those two portions of the United Kingdom. How that problem of misery is to be solved he does not say -- who can? His statements are careful, his conclusions just and those to whom the Irish question is a confused labyrinth will find his article timely and interesting. Mr. Henry James shows his eminent graces as a critic in his paper on the correspondence of Carlyle and Emerson. His style is ever most delicate and clear in his critical work, and it is work to which his methods of analysis and reflection naturally belong. Mr. Howells introduces in the course of his realistic narrative an episode which seems to belong to the pages of strict-

ly romantic povelists. It is too soon to knot whether it will neatly blend with the rest of the stery. Mr. Gosse's article on "Living English Sculptors" is graceful and the illustrations are almost without exception delightful. The magazine is quite as near perfection as it is well for any

periodical to be. Mr. Henry James is not seen at his best in the comedy of "Daisy, Miller," the conclusion of which s printed in the June number of The Atlantic. Dramatically, the work is impossible. The analytic, microscopical style does not suit the stage which, if it needs exquisite touches, needs also broad and rapid effects. "Daisy Miller" hashed into a play, is ludicrously inadequate. The heroine is, moreover, so silly, and the hero isso vuigar a cad, that it is hard to take any interest in their fortunes. The play is misnamed, for it has little of the elements of a comedy, humor being conspicuously

There are some characteristic and suggestive passages in the notes of a course of lectures given by Emerson at Harvard, in 1870. A vivacious paper on "Table Talk" and one on the Spanish monastery of Monserrat, written in Mr. Charles D. Warner's most picturesque and refined manner, help to brighten this excellent number. Mr. Richard Grant White begins, in "Mr. Washington Adams in England," a clever discussion of the mistaken notions of Englishmen concerning America and Americans. Mr. White gives the results of his observations in a remarkably spirited and attractive fashion, and his sketch promises to be the mest valuable, entertaining and wholesome presentation of this subject which has yet been put in print. Not the least pleasant part of the first instalment is the little story that follows :

story that follows:

In 1789, when Washington was travelling slowly through New-England, receiving and paying visits, he called at a house in Connecticut, the master of which, although one of the leading men in the neighborhood, a scholar, and one who lived comfortably, never saw one thousand dollars in money that's two hundred pound, you know in a year in all his life. Washington, when he departed, was conducted to the door by the host and hostess, accompanied by their dampher, a young girl just in her teens. She of course did not presume to say goodby to General Washington, but as she opsued the door for him and stood modestly aside that he might pass out, the great ex-Commander-in-Chief of the ragged Continental Army looking on her from his six feet two of stature, and from his Olympical top of grandour, laid his hand with stately kindness on her head, saying, "Thank you, my little lady: I wish you a better office." "Yes, sir," she replied, doing reverence with a gentle courtesy, "to let you in."

Harper's Magazine for June is a number marked excellence, both in letterpress and illustration. It opens with an article on Lambeth Palace, for seven centuries the home and the lofficial seat of the Archbishop of Canterbury. Mrs. Z. B. Gustafson is the author of the article, which is enriched by views of the palace and its grounds and by a portreit of Edward W. Benson, the present Arch-bisnop of Canterbury. Thomas Wentworth Higstantial volume, it never becomes tiresome. Types ginson, in continuation of his American history series, contributes an interesting historical paper on "The Hundred Years' War," sustained on this continent between 1662 and 1772. Yankee pride will find noutishment in Mr. Hlgginson's opening remark that " European history makes much of the 'Seven Years' War' and the 'Thirty Years' War' . . . but the feeble American colonies, in addition to all the difficulties of pioneer life, had to sustain a warfare that lasted, with few intermissions, for almost one hundred years." The accompanying illustrations are good, especially that representing the impression which Governor Andres made on the Boston people. The horrors of this long war are most agreeably relieved by M. J. L. Kipling's paper on "Indian Art in Metal and Wood." Mr. Kipting is the Curator of the Central Museum, Lahore, and Director of the Mayo School of Art. His sketch is instructive and entertaining, and all "collectors will be delighted with the shields, water vessels sacrificial spoons and other expressions of India: art to which the pictures that embellish the article are devoted. Mrs. Spofford contributes a characteristic short story entitled "The Mount of Sorrow," which does not, however, show her at her best. There is a right sketch by Charles Reade, and another brief story. "An Æsthette Girl." The verse of the number is not noticeable with the exception of S. S. Conant's "Faustus," which is a weird, powerful and musical presentation of the workings of the great magician's mind on that

"-last hour of the fatal day That closed the number of his years misspent." Mr. Abbev's strong and mystical drawing is: fitting accompaniment to the poem.

The Manhattan grows stronger with each number and promises at this rate to take rank among the most engaging of the magazines. The June number is full of fresh, lively and suggestive matter, and the illustrations show notable improvement Dr. Valentine's paper on Guatemala and the article on Chester and Oxford are both worthy of part cular mention, as are the short stories of the number. In July Mr. Julian Hawthorne's new novel of New-York life will be begun. It is to be entitled "Beatrix Randolph." J

There are many admirable articles in the new monthly part of The Continent, and the illustrations are nearly all excellent in conception and treatment.
This periodical deserves cordial praise for the courage and sincerity with which it maintains its high standards, both literary and artistic. A biographical sketch of A. H. Stephens, a paper on Munkaesy and a Decoration Day story by Elizabeth Stuart Phelps are especially noteworthy:

The fourth number of Mastery, a weekly magazine for young people, has just appeared. It is a neat little publication intended to encourage such useful pastimes as shall tend to develop health, intellectual acuteness and practical power in its young readers. The boy who is fond of carpentry will learn herein how to build for himself a desk of a fascinating anpearance; the girl who cares for home beauty will find directions for making all manner of pretty and useful things. The tone of the magazine is refreshingly wholesome.

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A DVERTISEMENTS FOR THE NEW-YORK TRIBUNE WILL BE RECEIVED AT THE UPTOWN OFFICES, No. 1,233 Broadway, corner Thirty-first-st, until 9p. m. and 308 West Twenty-third-st. corner Eighth-ave., No. 92 East Fourteenth-st., corner Union-square, 760 Third-ave., corner Forty-eventh-st., 1,007 Third-ave., near Sixtietn-st., and 208 East One hundred-and-twenty-fith-st., near Third-ave., Harlem, at regular office rates.

CHUNARD LINE CUNARD LINE.

PROM NEW-YORK TO LIVERPOOLWIA QUEENSPROM PIER NO. 40 NORTH RIVER.

*BOTHNIA Wednesday, May 30, 11:30 a. m.
PAVONIA Wednesday, June 6, 6 a. m.
*BERVIA Wednesday, June 6, 6 a. m.
*SCYTHIA Wednesday, June 20, 4 p. m.
*Steamers marked do not carry sleerage.
Cabin passage, 480 and \$10 arry sleerage.
Cabin passage tickets to and from all parts of Europe at very low steerage tickets to and from all parts of Europe at very low steerage tickets to and from all parts of Europe at very low steerage tickets to and from all parts of Europe at very low steerage.

CUION LINE:

Intes. Freight and passage office, No. 4 Bowling Green.

VERNON II. BROWN & CO., Agents.

GUION LINE.

UNITED STATES MAIL STEAMERS

FOR QUEENSTOWN AND LIVERPOOL.

ARIZONA Leaving Fig. 38. N. R. foot of King-al.

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ARIZONA Leaving Fig. 38. N. R. foot of King-al.

ARIZONA Leaving Fig. TROY BOATS—CITIZENS' LINE.—New ion and light.

TROY BOATS—CITIZENS' LINE.—New islammers sarrant of all magnites at sea, perfect ventural to the state of all magnites at low rates. As a sea of the state of the stat

Ocean Steamers.

BORDEAUX LINE.

New and direct line to the South of France.

NEW YORK AN A BORDEAUX DIRECT.

CHATEAU LEPITE. 4,000 tous.

From "Prentice's Stores" near Wall St. Ferry. Brooklyn.

Travellers for France. Smaln and taly. Pyreness. Pau,
Nice. &c., will save time and expense by taking this tias.

Cabin theirding wine. \$50; Steerage, \$33.

For passage apply to F. LE BOULANGER, 46 Beaver-st.

F. LE BOULANGER, 48 Beaver-TENERAL TRANSATLANTIC COMPANY. CENERAL TRANSATLANTIC COMPANY.

Between New York and Barre.

Company's pier (new), No. 42 North River, foot of Morton-st.

Traveliers by this line avoid both transit by English rationally and the discomfort of crossing the Channel in a small boot. Special train leaving the company's dock at Havre direct for Paris on arrival of steamers. Baggage checked at New-York through to Paris.

Fig. 10 Paris on arrival of steamers. Baggage checked at New-York through to Paris.

Fig. 20 Paris on arrival of steamers. Baggage checked at New-York through to Paris.

Fig. 30 Paris on arrival of steamers. Baggage checked at New-York through to Paris.

Fig. 31 Paris on arrival of steamers. Baggage checked at New-York through to Paris.

Fig. 32 Paris of Steamers. Baggage checked at New-York through the Paris of Steamers.

Medical Steamers. Baggage checked at New-York through the Paris of Steamers.

LOUIS DE BEBIAN, Agent, No. 6 Bowling Green.

LOUIS DE BEBIAN, Agent, No. 6 Bowling Green,

GERMAN AND U. S. MAIL STEAMERS,

NORTH GERMAN LLOYD

STEAMSHIP LINE BETWEEN NEW-YORK,

SOUTHAMPTON AND BREMEN,

WERRA Wed, May 30 MAIN, Wednesday, June 6
ODER, Saturday, June 2 (BRIFIN Sat. June 9
RATES OF PASSAGE from NEW-YORK to SOUTHAMPTON, HAVRE OF BREMEN,

STEERAGE, \$30.

Return tickets at reduced rates, Prepaid Steerage Certificates, \$24, Steamers sail from Pier between Second and
Third-sts, Hoboken, N.J.

OELBICHS & CO., 2 Bowling Green.

ticket, \$20. F. W. J. HURST, Manager, 69 and 75 or on aways.

PACIFIC MAIL STEAMSHIP COMPANYS
LINE FOR CALIFORNIA, SANDWICH ELANDS,
JAPAN, CHINA, NEW-ZEALAND, AUSTRAIDA, CENTRAL and SOUTH AMERICA and MEXICO.
From New York, pier foot Canaist, N. R.,
For San Francisco via the isthman of Panama,
ACAPULO sails Saturnay, June 2, noon.
Connecting for Central and South America and Mexico,
From San Francisco, 1st and Brannan sta.
For Japan and China.
CITY OF TOKIO sail STRUSLEY, May 31, 2 p. m.
Excursion neckets between San Francisco and Yokohama at
Special rates.
For HONOLULU, NEW-ZEALAND and AUSTRALIA,
CITY OF NEW-YORK sails Wednestry June 8, 2 p. m.
or on arrival of London mails at San Francisco.
For freight, passage and general information, apply at Company's Office on the pier foot Canaist, North River,
H. J. BULLIAY, Superintendent.

DED STAR LINE. For Antwerp and Paris.

RED STAR LINE. For Antwerp and Paris.
Saling from New-York and Antwerp every saturday.
RHYNLAND Saurday. May 20, 8 a. pENNGAND Saurday. May 20, 8 a. pENNGAND Saurday. May 20, 8 a. pENNGAND Saurday. May 20, 8 a. penngang state-rooms, amoking and bath-rooms amidships. First colin, 850 to 800. securision, \$10 to \$150. Second cabin, 855: excursion, \$100. Steerare, \$2% prepaid, \$20, perpend, \$20, perpendid \$20 to \$100. Second Cabin, \$30 to \$40. Second Cabin, \$40 to \$40 to \$40. Second Cabin, \$40 to \$40 to \$40. Second Cabin, \$40 to ROYAL MAIL TO THE NETHERLANDS.
Steamers leave to, 's pier foot of sussex-st., Jersey City
FOR ROTTERDAM:
SS. ROTTERDAM:
SS. ROTTERDAM:
SS. ZAANDAM:
FOR AMSTERDAM, June 6, 7:30 a. m.
18t Cabin, Soils Steorage, 8:26 prepaid, 8:29.
H. CAZAUX, General Agent, 27 South William-8t.
FUNCH, EDYE & CO.,
27 S. William-8t., Freight Ages. 50 B'way, Gen Pass, Agr.

NITED STATES AND GERMAN MAIL
STEAMERS.—Hamburg American Packet Company's
hae for PEYMOUTH(London), CHERBOURG (Paris),
nd HAMBURG. Saturday steamers Hamburg direct,
rielland Thurs, May 31 [BOHEMIA. Sat. June 9]
UEVIA....Thurs. June 7 [HAMMONIA,Thurs. June 14]
Rates (to Paris extra: First Cabin, 5100; Second Cabin,
60; Steerage, 830. First Cabin on Saturday Steamers, 845
at \$70. Excursion rates greatly reduced. Send for "Tourte' Gazette." Sta Gazette."

KUNHARDT & CO., Gen. Agts. No. 61 Broad-st., N. Y.

U. R. RICHARD & CO., Gen. Pass. Agts., 61 B'way, N. Y.

WHITE STAR LINE,
UNITED STATES AND ROYAL MAIL STEAMERS
FOR QUEENSTOWN AND LIVERPOOL.
NOTICE—The steamers of this line take the Lane Route
recommended by Lieutenant Maury, U. N., on both the
cutward and homeward vorazza.
ADMIATIC Capt. Jennings—Thursday, May 31, 12:30 p.m.
BRITANNIC Capt. Perry—saturcay, June 9, 8:30 a. m.
REPUBLIC Capt. Iving—Thursday, June 14, noon
BALTIC, Capt. Pared — Saturday, June 14, 20, m.
BALTIC, Capt. Pared — Saturday, June 14, 20, m.
Eli H. Capt. Gadd — Thursday, June 21, 4 c.m. FROM THE WHITE STAR BOOK, FOOT OF WEST
TOTHST.
These steamers are uniform in size and unsurpassed in aprooms are placed amisships, where the noise and placed amisships, where the noise and motion are
leastfelt, affording a degree of comfort hitherto unattainable
atten.

atsea.

RATES.—Salocu, \$80 and \$100. Return tickets on favorable terms. Steerage from the old Country, \$21 from New York, \$23.

These steamers arry neither cattle, sheep nor pigs.

For inspection of plans and other information apply at the Company's offices, No. 37 Broadway, New York.

C. I. BARTEST & CO. Agenta, Boston. C. L. BARTLETT & CO., Agenta, Boston. BARRITT & CATTEEL, Agents, Philadelphia.

Steamboats and Railroads.

ALBANY BOATS, PEOPLE'S LINE, DREW and ST. JOHN leave bler 41. N. R., to halst, every WEEK DAY at 6 p. m., connecting at Sanday morning excepted; with trains north, west a -MARY POWELL, Captain W. H. COR NELL, for West Point, Cornwall, Newburg, Pough cepsic, Rondout and Kingston, landing at Crassion's (for terly Cozzen's), Mitton, New Hamburg and Hyde Park, daily sundays excepted). Leaves Vestry et. 3:15 and 220-st. 30 p. m.; connects at Poughkeepsie with evening trains to NO EXPRESS BAGGAGE RECEIVED AT 22D-ST. FALL RIVER LINE,

BOSTON AND EAST.

REAPPEARANCE of the splendid steamers BRISTOL and PROVILENCE. These stanch and elegant vessels are now maning on this route and will remain he service until further notice.

NO INCREASE IN FARES.

Leave New York daily (Sundays inclined) at 5 p, m. from Pier 28 North River, foot of Murray-st. Connections by Annex boat from Brooklyn at 4,30 p, m., Jersey City 4 p. m. Tickels, state-rooms, &c., can be obtained at all principal hotels, transfer and ticket offices, at Pier 28 N. R. and on steamers. steamers.
Freight.—This line has a fleet of steamers engaged exclusively in the freight service, thus insuring prompt and reliable movement. Rates as low as other lines.
BORDEN & LOVELL,
GEORGE L. CONNOR.
Gen. Pass' Agt

FOR RONDOUT AND KINGSTON, landing A at Cranston's, Cornwall, Newburg, Marthoro, Milton, re-keepsie, Esopus, connecting with Usier and Delaware and tony Clove Halfroata. Steamboat City of springfield leaves Tuesday, Thursday, Saturday, 6 p. m., from Harrison-st. FOR BOSTON. The latest evening train I with through Pullmad sleepers, leaves Grand Central Depot at 11:34 p. m. week, days and Sandays, 10:39 p. m. Merning train, 10:59 wood days. Got tickets via NEW-YOPK AND NEW-ENGLAND RAILROAD.

NORWICH LINE To Boston, Worcester, Nashua, Portland and the East. To Boston, Worcester, Nashua, Fortune and Thenew Iron Steamer CITY OF WORCESTER, Without exception the most elegant boat on the Sound, and the favorite CITY OF BOSTON. leave Pier No. 40, North River, foct of Watts-st., next pier above Desbrosses-st. Ferry, daily, except Sundays, at 5 p.m., above Desbrosses-st. Ferry, daily, except Sandays, atb p.m.

NEW-YORK CENTRAL AND HUDSON
RIVER RAILROAD.—Commencing May 27, 1883,
through trains will leave Grand Central Depot
8.a. m., Western and Northern Express to Rochester and
Montreal, with drawing-room care also to Saratoga.
8.40 a. m., Special Express for Chicago, daily, stopping only
at Albany, Syracuse, Rochester, Buffalo, Erie, Cleveland and
Toledo. Toicdo.

10.30 a.m., Chicago Express, drawing-room cars to Canandaigna, Rochester and Bullalo.

11 a.m., to Albany and Troy, with connection to Utica, Saratoga, Giens Falls, Lake George and Rutland.

a p. m. Accommodation to Albany and Troy.
6 p. m., St. Louis Express, with alceping cars for St. Louis, running through every day in the week; also Niagara Falis, Buffalo, Toledo and Detroit.
6.30 p. m., Express daily, except Sunday, with sleeping cars to Syracuse and to Auburu Road. also to Saratoga and Montreal. eal.

9 p. m., Pacific Express, daily, with sleeping cars for Rochester, Buffalo, Cleveland, Toledo, Detroit, Chicago, St. Rochester, Buffalo, Cleveland, Toledo, Detroit, Chicago, Sa.
Louis and Lowville.

11 p. m., Night Express, with sleeping-cars to Albany and
Troy. Connects with morning trains for the West and North.
Tickets on sale at No. 5 Bowling-Green, 252 and 413 Broadway, and at Westerdy's Express Offices, 3 Park olace and 783
and 942 Broadway, New-York, and 333 Washington
and 863 Furton-st., Brooklya.

C. B. MEEKER,
J. M. TOUCEY, Gen. Sup't.

Gen. Passenger Agent.

POPULAR SHORE LINE.

FOR PROVIDENCE, BOSTON AND THE EAST,
ALL BAIL FROM GRAND CENTRAL DEPOT.

Three Express trains daily (sundays excepted) to Boston at
8 a. m., 2 p. m. (parior car attached), and 10 p. m. (with palaces
sleeping-cars). Sundays at 10 p. m. (with palaces sleeping cars.

F. W. POPPLE, Agent.

STARIN'S CITY, RIVER AND HARBOR TRANSPORTATION Office, Pier 18, N. R. foot of Cortlandt-st,
Consignments of treight forwarded as directed to any part
of the world.
UNEQUALLED FACILITIES FOR DISPATOR.

Orders received for delivery of all kinds of freight and men-chandise to any part of the sity.

BEA AND HARBOR TOWING AND RIVER AND HAR BOB LIGHTERAGE.

Freight of every description promptly lightered to any point
in the harbor at reasonable rates.

STEAMBOATS, BARGES AND GROVES TO CHAR-BOR LIGHTERAGE

TER FOR EXCURSIONS. TER FOR EXCURSIONS.
Steamers John H. Starin and Erastus Corning for NEW.
HAVEN, leave Plar 15, N. H., ab 9 p. m. daily. [Saturdays METROPOLIS EXPRESS CO., between New York and

New Haven. Care and dispatch guaranteed.

Freight for points on D., L. & W. R. R. received at Pler 13. For New Haren and boints East at Pier IR.
NORTH SHORE, STATEN ISLAND.—Rieven Milestor
Ten Cents, via Steamers from Iron Pier I, E.R., 1906 of
Whitehall-st.
CENTRAL SHIPYARD, Communicaw, N. J.—Dry Decks BALTIMORE AND OHIO RAILROAD.

Via Philadelphia, Baltimore and Washington.

Trains leave from Pennsylvana R. R. Dejor.

P. m. except Sunday, for Washington and all points West,
p. m., DAILY FAST EXPRESS, through sleeping coachest Chicago, Circinnati, St. Louis. Connects for all points

West. West, 12 MIDNIGHT, Doily for Washington and all points West, For Time-Tables, Tickets, Sleeping Berths and Bargage, apply at Company's office, 315 and 21 Broadway, 338 Fultonst, Brooklyn.

BOSTON, VIA STONINGTON LINE. Steamers, RHODE ISLAND and MASSACHUSETTS daily (except Sundays) from Fier SS North River, st 5 p.m. Three morning trains from steamers' landing through to Boston. Tickets good on any train and New England points. For Providence, Worcoster, and New England points, Steamers NARRAGANSETT and STONINGTON from Pier 23 North River, daily, (except Sundays, 5 p.m. F. W. POPPLE, Acting Gen'l Pass. Agent, No. 177 West-st., New York.

Steambouts and Rulestis.

A LBANY DAY BOATS.—Steamers ALBAN L. and C. VIBBARD, COMMENCING TURSDAY, May 20, will beave V estry at pice DALLY, except sundays, at 6:36, and west 9-dest pice at 9 a.m. for Albary, mading at Nyack Ferry, west Poline, Newburg, Poughscopels, Rhinebeck, Carekill and Hudson.

39 North River, daily, (except Sundaya,) 5 5 m. F. W. POPPLE, Acting Gen'l Pass. Arent, No. 117 Westst, New York.

CENTRAL RALLROAD OF NEW-JERSEY. Brooklyn, foot of Putonen, Low of theerty-at. Station in New-York foot of Liberty-at. Station in Commencing January 23, 1883. Leave New York. 6445 s. m.—For Flemington, Easton, Wild Gap, Manch Upper Lehigh, &c. 1884. Leave New York. 6445 s. m.—For Flemington, Hazleton, Drifton, Scranton, Upper Lehigh, &c. 9 a. m.—For Flemington, Haller Branch, Schooley's Mountarn, Budd's Lake, Lake Hopateong, Easton, Allentown, Gua, Nanticoke, Upper Lehigh, Scranton, &c. 1, p. m.—For Flemington, Easton, Wilkenbarre, &c. 1, p. m.—For Flemington, Easton, Wilkenbarre, &c. 2, p. m.—For Flemington, Hallentown, Reading, Harristong, Manch Chunk, Huzeton, Wilkenbarre, &c. 2, p. m.—For Flemington, High March Chunk, Tamaqua, Drifton, Wilkesbarre, Scranton, Hallentown, Reading, Harristong, Branch, Schooley's hountain, Budd's Lake, Lake Homatong, Easton, &c. 4.30, p. m.—For Semington, Higheston, &c. 4.30, p. m.—For Flemington, Higheston, &c. 8.30, p. m.—For Semington, Higheston, &c. 8.30, p. m.—For Semington, Higheston, &c. 6.30, p. m.—For Semington, Higheston, &c. 8.30, p. m.—For Health, Schooley's hountain, Budd's Lake, Lake Homatong, Easton, &c. 6.30, p. m.—For Semington, Higheston, &c. 8.30, p. m.—For Health, Schooley's hountain, Budd's Lake, Lake Homatong, Easton, &c. 8.30, p. m.—For Health, Schooley's hountain, Budd's Lake, Lake Homatong, Easton, &c. 8.30, p. 15, 9.45, 1013, 10.45, 11.15, 2 m. for training the method of the home o

NEW-YORK AND LONG BRANCH R. R. NEW-YORK AND LONG BRANCH R. R.
Stationsin New-York

For South Amboy, via Central R. R. of N. J., Sol. 5 a. m., 144,
4, 6 p. m.; via Penn. R. R., 9 12 m., 5 p. m. Sunday, 9 a. m.,
For Matawan, &c. via C. R. R. of N. J., 5, 8, 15 a. m., 144,
4, 6 p. m.; via Penn. R. R., 9 a. m., 12 m., 3, 39, 5 p. m. Sunday, 9 a. m.,
For Red Mank, Long Branch, Ocean Grove, Asbury Park,
8-ca Girt, Point Pleasant, &c., via C. R. R. of N. J., 5, 8, 15 a. m.,
145, 4, 6 p. m., via Penn. R. R., 9 a. m., 12 m., 3, 39, 5 p. m.
Sundays (not stopping at Ocean Grove or Asbury Park), j.
m., 145, 4, 6 p. m., via Penn. R. R., 9 a. m., 12 m., 3, 39, 5 p. m.
Sundays (not stopping at Ocean Grove or Asbury Park), j.
m., For Freebold, via C. R. R. of N. J., 5, 8, 15, 11, 15, 5 a. m., 4, 5,
p. m. For Keyport 5, 8, 15, 11, 45 a. m., 145, 4, 145, 5 a. m.,
For Atamic City, Vinetand, Endoston, &c., 144, 9 p. m.
H. F. BALDWIN, J. R. WOOD, J. F. RANDOLPIR,
G. P. A., C. R. R. of N. J., 6, P. A., P. R.

THE ERIE RAILWAY, now known as the

THE ERIE RAILWAY, now known as the NEW-YORK, LAKE ERIE AND WESTERN RAIL-Arrangement of trains from Chambers Street Depot, 2 m.—Daily except Sindays. Day Express, drawing-room Coaches to Singhanton, Emira and Suffaio, Siceping coaches, Horneilsville to Cleveland, Cincipnati and Chicago. cago. (Daily)—"St. Louis Limited" Express.—No extra charge for fast time.—Pullman's Sleeping Coaches to Buf falo, arriving 7:25 n. m.: Niagara Falls 9 a. m.: Salamanca 7:05 a. m.: Cleveland 1:40 p. m.: Clindinati 8:20 p. m.: St. Jouis 8:40 a. m. second day. Connecting trains arrive Detroit 3:10 p. m.; Toledo, 5:25 p. m.; and Indianapolis, 11 n. m.

Detroit 3:10 p. m.; Toledo, 5:25 p. m.; and Indianapolia, 11 p. m.

8 p. m. (Dally)—Pacific Express for the West. Sleeping Coaches through to Buffalo, Staarar Falls, Cincinnati and Univaryo without change. Hotel coaches through to Cheago. 8:15 p. m.—Emigrant train for the West. Rutherford and Passanc, 6, 7:20, 7:50, 9:30, 10:20 a. m., 12 poon, 145, 3, 3:50, 440, 5:10, 5:30, 6:10, 6:30, 7:30, 10:30 p.m., 2 midnight. Sundays, 6, 8:30, 10:20 a. m., 145, 6:30, 9 p.m., 2 midnight. Sundays, 6, 8:30, 10:20 a. m., 145, 6:30, 9 p.m., 2 midnight.

3:30, 4:40, 5, 5:10, 5:30, 6:10, 6:30, 7:30, 8:15, 10:30 p. m. and 12 minnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30, 8, 3 p. m., 12 minnight. Sundays, 6, 8:30, 10:20 a. m., 1:45, 6:30, 8, 3 p. m., 12 minnight. Sundays, 9:10 a. m., 3:10, 4:20, 6:20, 6:10, 7:30 p. m. and 12 midnight Saturday mights only. Sundays, 9:10 a. m., 3:30, 4:30, 6:30, 5. 30, 6:40, 8:10, 10:30 p. m., and 12 midnight. Sundays, 6, 5:30, 6:40, 8:15, 10:30 p. m., and 12 midnight. Sundays, 6, 5:30, 6:40, 8:15, 10:30 p. m., and 12 midnight. Warwick, 7:50 a. m., 3:30 p. m. 3:30, 4:30, 6:30, 8 p. m. Sunday, 8, 6:30, 8 p. m. Sunday, 8, 3:30, a. m., 6:30 m., 3:30 p. m. Sunday, 8, 3:30 a. m. Goshen, 6, 7:50, 9, 10:20 a. m., 8:30, 3:50, 4:30, 8, 8:15 p. m. Sunday, 6, 8:30, 10:20 a. m., 6:30, 8 p. m. Middletown, 6, 7:50, 9, 10:20 a. m., 3:30, 4:30, 8, 8:15 p. m. Sunday, 6, 8:30, 10:20 a. m., 3:30, 8 p. m. The 9:30 a. m. and 4:30 p. m. trains connect with Midland Railroad at Main-st. The 9-a. m. train stoops at Main-st. only. Port Jervis, 7-50, 9, 10:20 a. m., 4:30, 6, 8, 8:15 p. m. Sunday, 8:30, 10:20 a. m., 6:30 d. 9 p. m. The 9:30 a. m. and 4:30 p. m. trains connect with Midland Railroad at Main-st. The 9-a. m. train stoops at Main-st. only. Port Jervis, 7-50, 9, 10:20 a. m., 4:30, 6, 8, 8:15 p. m. Sunday, 6:30, 10:20 a. m., 6:30 a. 9 p. m. The 9:30 a. m. and 4:30 p. m. trains connect with Midland Railroad at Main-st. The 9-a. m. train stoops at Main-st. only. Port Jervis, 7-50, 9, 10:20 a. m., 4:30, 6, 8, 8:15 p. m. Sunday, 6:30, 10:20 a. m., 6:30 and 8 p. m. Boats leave 23d-st. quarter of and quarter after each hour from 5:45 a. m. to 9:45 p. m. and act 10:45 and 11:45 p. m. Tickets for passage and apartments in Drawing room and Steeping coaches can be obtained and orders for the checking and transter of long cage may be left at the Company's Offices, Nos. 20; 40:10 or 95? Broadway, 157 Westst. N. Y. N. 3 Court-st. Brooklyn, or at the Company's Agent, New-York, Nos. 20; All 10:20 ft. Trails and 10:20 a. m. and 10:20 m. J. Nos. N. ABBOTT, Gen'

NO. N. ABBOTT, Gen'l Pass'r Agent, New York,

NORTHERN RAILROAD OF NEW-JERSEY.

Trains leave for Englewood, closter, Piermont and Nyack,
7:10, 8:50, 10:2 m., 1, 3:30:4, 4:50, 5:30, 6:40, 8:30: p. m., 13
miomight Sundays, 7:9:2 m. and 7:15: p. m.

Nannet, Spring Valley and Monsey, 7:10, 10:2 m., 4:50: p. m.

Sundays, 7:2 m.

JNO. N. ABBOTT, Gen'l Pass'r Agent, New-York.

FOR BRIDGEPORT and all points on HOU-satonic and NAUGATUCK RAILROADS-Stoumers leave Catherine shp at 11 a. m., 3:30 p.m.; 23d-st., East River, 3:30 p.m. Fare lower than by any other route. EHIGH VALLEY RAILROAD.—Passenger ETHIGH VALUET RAILEVAD.—PRESCRIGE trains leave depots foot of Cortlands and Desbroases a. at Silo a. m., 3:40 and 7 p. m. for Easton, Bethlenem, Allea-town, Reading, Manch Chunk, Wilkesbarro, Towanda, Waver-ly, Ithaca, Geneva, Lyons, Buffato and the West Pallman through coaches run daily, Local trains at 7 a.m. and 5:40 p. m. for Easton, Bethlehen and Coplay. Trains leaving at 4:10 a. m., 1 and 5:40 p. m. connect for all points in Mahanov and Hazlectonosal resions. Sunday trails local for Manch Chunk, 8:10 a. m. Leave Mauch Chunk at 4 p. m. 4 p. m. General Eastern Office, corner of Church and Cortlandt 188 E. B. BYINGTON, G. P. A.

RONDOUT and Kingston Line,—Steamer James W. Baldwin leaves Monday, Wednesday and Friday at 4 p m, from foot Harrison-st, making manal indings and connecting with Uniter & Delaware and Stony Clove Mr.

Tanica with Ulster & Delaware and Storing and connecting with Ulster & Delaware and Storing and connecting with Ulster & Delaware and Storing and connecting with Ulster & Delaware and Storing Clare RR.

PENNSYLVANIA RAHLROAD.

On and after May 14, 1883.

GREAT TRUNK LINE

AND UNIVED STATES MAIL ROUTE.

Trains leave New York via Deabroases and Cortianis Street Ferries as follows:

Hardsburg, Pittsburg, the West and South, with Pullman Palace Cars attached, 8 a. m., 6 and 8 p. m. daily, New York and Chicago Limited of Parior, Dining, Smoking and Sleeping Cars at 9 a. m. every day.

Williamsport, Lock Haven, 8 a. m., 8 p. m., Corry and Erie at 8 m. connecting at Corry for Tituaville, Petroleum Ceatre and the Oil Rectons.

Baittmore, Washington and the South, "Limited Washington Express" of Pullman Parlor Cars daily except Sunday 10 a. m.; arrive Washington 4 p. m. Regular, via R and P. R. a. 5:10 and 8:30 a. m., 340 and 9 p. m. and 12 night; via B. and O. R. R., 1 and 7 p. m. and 12 night; via B. and 9. R. R., 5 a. m., 9 p. m. and 12 night; via B. and 9. R. R., 5 a. m. 9 p. m. and 12 night; via B. and 9. R. R., 5 a. m. 9 p. m. and 12 night; via B. and 9. R. R., 5 a. m. 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. m. and 12 night; via B. on 9 p. n. and 12 night; via B. on 9 p. n. and 12 night; via B. on 9 p. n. and 12 night; via B. on 9 p. n. and 12 night; via B. on 9 p. n. and 12 night; via B. on 9 p. n. on 9 p. n. and 9 p. n. on 9 p. on 9 p. n. on 9 p. on 9 p. on 9 p. n. on 9 p. on

THE OLD ESTABLISHED BOUTE AND SHORT LINE

THE OLD ESTABLISHED ROUTE AND SHORT LINE
20 TRAINS EACH WAY WEEK-DAYS AND 9 ON SUMDAY, SETATIONS IN PRILADELPHIA, 21M
NEW-YORK.

DOUBLE TRACK, THE MOST IMPROVED EQUIP,
MENT, AND THE FASTEST TIME CONSISTENT
WITH ABSOLUTE SAPETY

Express Trains leave New-York via Desbrosses and Core
land-st. Ferrice as follows:
5.15, 7:20, 8, 8:30 (9 and 10 Limited), 11 a.m., 1, 3:20, 3:40, 4,
6, 6, 7.8 and 9 p.m., and 12 might. Sundays, 5, 8 (9 Limited), and 10 a.m., 4, 6, 7, 8 and 9 p.m., and 12 might.
Express Trains leave New-York daily, except Sanday, as
7:20 a.m. and 4 p.m., running through via Trenton and
Camden.
Returning, trains leave Broad-st. Station, Philadelphia, 12:01,
3:13, 3:20, 3:45, 5:30 (except Monday), 8:50, 7:30, 8:20, 8:30,
11, and 11:10 a.m. (Limited Express 1:30 and 5:0 p. m.),
1.5, 4, 5, 6, 6:30, 7:45, 8 and 8:20 p. m. On sunday 12:01,
3:15, 3:20, 3:45, 5:30, 8:30 a.m., 4 (5:20 Limited, 4:30,
7:36, 8 and 8:20 p. m. Leave Philadelphia via Camden, 5
a.m. and 4:30 p. m. daily except Sunday.
Ticket Office, 8:5, 8 sta med 94 hroadway, 1, Astor Hones
and foot of Desirosses and Cortlands sts. Brooklyn Amer Station, toot of Fulcon-8s.
Brooklyn Amer Station, toot of Sulcon-8s and Castle
Garden.
The New-York Transfer Company will call for and check Machine and Solier Shops everything appartulating construction and repair of vessels.

Emigrant Ticket Omer, 17th of States, 17th Onew-York Transfer Company will call for and check Daggage from hotels and residences.

CHARLES R. PUGH,
General Manager.

General Pass'r Agen'